

THE NEW-JERSEY RAILROADS.

Improvements Proposed and in Progress—The Sale of Harsimus Cove—History of the Transaction—The Metropolis and its Suburbs.

The overflowing population of this City, driven by high rents, the delays of the horse-cars and the limited space of Metropolitan residences, to seek homes in the circumjacent country, finds a most convenient outlet across the river in New-Jersey. The places near the river banks were long ago very fully appropriated, and people were led to locate in the numerous villages that are stations on the various railroad routes that communicate by ferry-boat with New-York. The railroad companies, managed by shrewd business men, ever ready to take advantage of the wants of the community, and swell their own dividends by supplying them, keep pace actively with the demand for ready communication with the interior. Some of them make it a special branch of their business to place in the market valuable building sites, and offer every inducement to actual settlers to purchase them.

The Central Railroad of New-Jersey are offering great inducements for persons to reside on their line. All along the line to Bergen Point (twenty-five minutes' ride) improvements are being made. Elizabeth (thirty-five minutes' ride) is growing rapidly. Roselle (forty minutes' ride) two miles from Elizabeth, is making rapid progress; two churches—Presbyterian and Episcopal—besides a large number of houses, have been built during the last year, and this year it is the intention to build some fifty houses. Crawford (forty-five minutes' ride) and Westfield (one hour's ride) are growing rapidly. Somerville (one hour and thirty-five minutes' ride) and the Valley of the Raritan, are sure to be the homes of many of our New-York merchants. The Central Railroad of New-Jersey is acting upon the principle that the local travel is worth fostering. Low commutation, frequent trains, and such extra conveniences as can be afforded, which add to the comfort of the traveler, will secure a large share of the public patronage. Plainfield (a ride of one hour and fifteen minutes from New-York) is a thriving town, where fortunes have been made in the rise of real estate within the last four years. Dunellen, (a ride of one hour and twenty minutes,) a new town, two miles west of Plainfield, is making great progress. Some \$40,000 worth of lots have been sold here within a few months, and building is going on rapidly.

The new railroad from Newark to Communipaw, running in a straight line across the flats and conveying the passenger in twenty minutes from one city to the other, will be in operation early next Spring. The work of filling in at Communipaw is rapidly progressing, and the works contemplated by the Central Railroad on the extensive water-front, to which we have frequently referred, will be vigorously carried to completion.

The acquisition of a clear title to Harsimus Cove by a cession from the State of all its claims to the water-front, for the sum of \$500,000, to the companies interested, announcement of which was made in yesterday's TIMES, opens the way for contemplated improvements of vast extent. Harsimus Cove is a large inlet just below the long piers of the Erie Railroad Company at Jersey City. The title to the property, which consists of land most of which is completely covered by water all the year round, has for a long time been in dispute. The entire property, besides a quantity of the adjacent land, comprising about five hundred acres, the whole now valued at over \$10,000,000, was purchased by a man named JOHN B. COLE as long ago as 1804 for \$20,000. Something over ten years after the State made a grant to NATHANIEL BUDD, giving a ferry franchise and making him proprietor of more than half of this valuable water front. The right of the State to make this grant was disputed by the COLE family, and a tedious litigation, which lasted over twenty-five years, and was ended only by the merger of both titles in subsequent purchaser, ensued. Finally, C. G. SISSON, A. O. ZABRISKIE, PETER BENTLEY, and others, acquired the title, and the dispute between the heirs of the Cole estate and the holders of the Budd franchise was ended. The question, however, was still unsettled whether the State had a right to the property, and, as will be perceived, it came up again subsequently and gave rise to troubles which have only just been settled.

In 1856 the Long Dock Company, which is controlled by the same parties who control the Erie Railroad Company, and is, to all intents and purposes, the same corporation, commenced the work of building the Bergen tunnel, filled in about 3,000 city lots, having acquired a title from the State to the water front, built its long piers, and claimed a right, under the grant of the State to a quarter interest in the Harsimus Cove property, lying "next door." Last year the trustees of the owners of this property, Messrs. MOSES TAYLOR and PETER BENTLEY, agreed to convey to the Long Dock Company all that portion of the property lying north of the centre of South Second-street, Jersey City, having a water front equal to two blocks of thirty-two lots, 25x100 each. At the same time the same parties conveyed to the joint Railroad Companies which from that time became owners of the property—namely, the New-Jersey Railroad and Transportation Company, the Camden and Amboy and the Pennsylvania Central Railroad Companies—all that portion of the property lying south of the boundary above-mentioned, consisting of five blocks of two hundred feet front each on the water line. The whole property was conveyed for \$700,000.

Meantime commissions were appointed by the Supreme Court to settle the pending claim of the State of New-Jersey to a right in this property, and it is in accordance with their award that the joint Companies pay \$500,000 to the State as a consideration to the latter for relinquishing all right, title and interest in the premises. It is claimed by the directors of the Erie Railroad Company that they have no interest in the award, and are not called upon to pay any portion of it. On the other hand, it is understood that the associated Companies claim that \$150,000 of the amount awarded to the State should be paid by the Erie Railroad Company. And thus the matter stands. However this may be settled, it will probably not stand in the way of the valuable improvements about to be begun by the various Companies. After filling in the land it is designed by the joint Railroad Companies before enumerated to construct an elevated air line railroad, a mile and a half long, from the iron bridge that crosses the old Bergen Road to the water front, where huge depots and machine-shops will be built, and whence a ferry will communicate with New-York. The road will be carried over the houses in Jersey City, and in some parts will be built on piles fifty feet deep. It will take as much as five years to complete it, and will cost fully \$5,000,000. It is proposed to dig a canal sixty feet wide on the line of South Second-street, connecting with the solid ground, where there is a suitable foundation for the erection of elevators. Thus the water front of the Erie and of the joint Railroad Companies will be largely increased, and the facilities for unloading produce will be made much greater.

The Erie Railroad Company, in addition to its thrice enormous piers, is erecting another, and is about to establish a new ferry to Twenty-third-street. The new Paterson and Newark Railroad, leased by this Company, is fairly progressing and will soon be completed. It makes Newark, one of the largest cities in the Union, one of the termini of the Erie Railway, and will greatly benefit property along its route.